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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY USSR (Leningrad Oblast)

REPORT

SUBJECT 1. Naval Vessels at Kronshtadt
2. Port Controls in Leningrad

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Naval Vessels at Kronshtadt

1. [] the following naval vessels were observed at Kronshtadt:

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- a. [] a large bridge-house and 2 funnels, observed in the shipyard.¹

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- b. Two destroyers [] with two funnels and torpedo guns aft of each funnel, observed at anchor in the harbor.²

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- c. One unidentified submarine, observed at the quay in Merchant Harbor.

Controls in Leningrad

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3. A 35-page document in English, "Navigation Within the Waters of the Port" (of Leningrad) containing the port regulations.

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Comments:

1. This is a light cruiser of the CHAPAYEV class.
2. These are probably destroyers of the SKORYY class.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI	X	AEC	X	X	X	X	X	X	X
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NAVIGATION WITHIN THE WATERS OF THE PORT VESSELS ARRIVING AND LEAVING THE PORT

1. Entering the Port is allowed for all vessels having a draught up to 8.2 metres ordinary water level.

Vessels having a draught over 8.2 metres may enter the Port only on receiving in every separate case the Harbour Master's permission.

Vessels with a draught of 7.3 metres and over must carry a black ball hoisted on a conspicuous place by day and a red light to be visible all round the horizon by night.

All vessels drawing less than 7.3 metres must keep out of the way of the above-mentioned vessels.

2. All vessels proceeding to the Port and leaving the Port when putting to sea are bound to take a pilot.

Note. The pilots come on board and leave the vessel at the light-vessel „Leningrad“.

The Master of the vessel must inform the pilot arrived on board as to the exact draught of the vessel.

The pilot must decide whether it is possible to move in, or move out, or shift the vessel in accordance with the draught of the vessel, meteorological and any other conditions; he also must decide as to the necessity and number of tugs to be employed.

3. Vessels entering or leaving the Port must have their national flags flying from daybreak till darkness.

4. All vessels navigating in the fairways and while moving in the Port waters are bound:

a) while proceeding from the light-vessel «Leningrad» to the Large Cronstadt Road also through the open part of the Sea Canal to have a speed ensuring the safety of navigation.

While overtaking or meeting small vessels or vessels having in tow any floating craft (barges, cranes, etc.), the vessel must reduce her speed in due time and pass

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such vessels with a slow speed as possible as to avoid breaking the towing hawsers or damage to the small vessels.

b) While proceeding through the Cronstadt Roads and within the closed part of the Sea Canal up to the Petroleum wharf the highest speed of the vessel shall not exceed 6 knots.

c) While proceeding through the Sea Canal within the area from the Petroleum wharf to the Neva Gate, the vessel must reduce her speed and while passing by vessels being moved along the quays, working floating cranes, elevators, docks, passenger wharves or areas where the working operations are being effected above or under the water surfaces the speed shall not exceed 3 knots.

5. The Master of the vessel proceeding from sea to the Port is bound 48 hours before to inform the Port Authorities or Inflat of the probable time of the vessel's approach the light-vessel «Leningrad», likewise of the quality and quantity of the cargo stowed in each hold. Where the time of approach of the vessel the light-vessel has been altered, the Master of the vessel must take more precise the time of the vessel's approach the light-vessel at least 4 hours before.

Where the duration of the vessel's passage is under 48 hours, the Master of the vessel must inform of her probable approach the light-vessel from the port of departure.

6. Vessels having on board explosives, fire hazardous and poisonous goods must stop at the light-vessel «Leningrad» waiting for further instructions of the Port Authorities.

Note. Vessels having on board cargoes mentioned in this clause both while proceeding to the Port and while being moored in the Port are bound to hoist at a conspicuous place a red flag by day and a red light by night and exhibit those signals until the discharge being completed.

7. Non-power driven sailing vessels must proceed from the light-vessel «Leningrad» to the mooring place only in tow.

8. It is strictly forbidden for all the members of the crew or passengers of any vessel to take photographs or make drawings of anything or make soundings while proceeding through the fairways from the light-vessel «Leningrad» to the Harbour and out or while moving in the Port waters.

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9. All vessels and any other floating craft while moving in the Port waters are bound at the request of the Port Supervision Authorities, Port Guard, Marine Control Office and Custom House to stop immediately or to reduce their speed and, if required, to board a boat or launch.

10. It is forbidden for all the vessels proceeding from the light-vessel «Leningrad» to the Port or leaving the Port up to the light-vessel «Leningrad» to interchange the radiotelegrams but:

a) in the case the vessel is in danger or communicates for avertion;

b) in the case of assistance rendered by the vessel to other vessels in danger;

c) while making the passage in ice.

11. On vessel's arrival in the Port of Leningrad radio receiving and transmitting sets fitted on board, including boat transmitters, must be sealed for the time the vessel being in the Port.

The Master of the arrived vessel is responsible for any radio transmitter, receiver or radar not being produced to the representatives of the Port.

All seals put on the radio sets are not to be taken off without the permission of the Port Authority, and should not be broken until pilot leaves the vessel after passing the light-vessel «Leningrad».

12. It is strictly forbidden for anyone to board the vessels leaving the Port for abroad after custom examination and the vessels arriving in the Port before custom examination without the permission of the Marine Control Office.

13. Vessels which have not carried out certain regulations as regards safety of navigation or any other regulations relating to service on board, loading of grain, timber and dangerous goods likewise fire-extinguishing equipment and life-saving appliances, sanitary formalities, providing sufficient number of crew, number of passengers allowed to be carried on board are forbidden to put to sea.

MOVEMENTS OF VESSELS IN THE PORT AND WITHIN THE WATERS OF THE PORT

14. All the vessels both self-propelled and non-propelled vessels while navigating within the Port are bound to follow

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the International Regulations for Preventing Collisions at Sea.

15. All vessels are bound to carry out all signals and directions given by the storm signal mast situated in way of the Neva Gate.

16. Vessels moving within the waters of the Port must keep their anchors ready to let go. A person which must carry out at any time the command from the navigation bridge as to letting go the anchor should stand at the anchor gear.

17. All sea-going cargo vessels, while approaching the Port must lower their accommodation ladder for receiving the Quarantine medical officer and the Port Authority.

18. While moving in one direction the vessel proceeding abaft this direction is bound to keep off the stern of the vessel proceeding forward at such a distance as to preclude the risk of collision.

Vessels may overtake each other within the waters of the Port and in all fairways including the Sea Canal only in the case if favourable conditions permit such manoeuvring.

The overtaking may be carried out only with the consent of the overtaken vessel, for which purpose the following signals are to be given:

enquiry signal as regards the consent for overtaking — four prolonged blasts;
consent signal — one prolonged blast;
refusal — silence.

A vessel which gave a consent signal for overtaking at the same time while giving one prolonged blast is bound to keep on the starboard side and to keep her course and speed.

The overtaking vessel is bound to pass clear of the overtaken vessel starboard and in doing so not to cause obstructions to the movement of the latter.

19. It is strictly forbidden to overtake a vessel simultaneously by two or more vessels.

20. Small vessels and harbour craft (launches, towing steamers), hopper barges, tugs towing non-propelled floating craft, e. g. barges, lighters, prams, also timber rafts in tow are bound to keep on to the starboard side of the

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fairway and shall keep out of the way of the overtaking sea-going vessels without hindrance.

21. Small vessels, while appearing from behind the piers, quays and even from behind hulls of large vessels, must give a signal by one prolonged blast.

22. In way of the Sea Canal from the road of the Timber Pier up to the Neva Gate the vessel going against the current is bound to keep out of the way of the vessel coming with the current.

Note. The said does not apply to the order of passing through Neva Gate where special regulations set forth in the appendix "Signals hoisted on the signal mast" are provided.

23. All vessels before turning around are bound to sound the warning signal — four short blasts.

24. Vessels are prohibited to have their anchors on the ground at the whole length of the Sea Canal both in its open and closed part.

Note. Vessels forced to anchor by bad visibility, damage of machinery or steering gear are to be placed so as not to obstruct the movement of other vessels.

25. If an anchor is lost by a vessel, the Master of the vessel must immediately report to the Port Authorities thereof.

26. Where a vessel has damaged any navigational buoyage or discovered any fault in the buoyage the Master of the vessel should immediately inform the Port Authorities thereof by whatever way.

27. It is strictly prohibited to let go anchors in places where cables, pipings, etc. are laid; these places are marked out by shore warning posts.

28. Vessels moored alongside the quays in the Sea Canal are prohibited to have their anchors on the ground further than 20 metres from the quay.

29. Persons who caused any damage to means of navigational buoyage should be held responsible materially.

30. All floating craft are forbidden to board to foreign-going vessels moving or lying in the Port without the permission of the Marine Control Office and Custom House.

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Note. The transference of whatsoever objects from or to foreign-going vessels, also the loading or discharge of vessels shall be allowed only with the permission and under supervision of the Custom Office.

31. Towing or shifting of any sea-going vessel by lighterage craft moored alongside is prohibited.

32. The towing of vessels within the waters of the Port shall be carried out by a short hawser as possible.

33. The towing of vessels in the Sea Canal and within the Port waters while moored board and board or alongside the towing vessel is permitted, if their total breadth, including the breadth of the towing vessel does not exceed 16 metres; provided the light signals at any number of vessels moored alongside, including the towing vessel, are exhibited in the same manner as it is done at one vessel.

34. Vessels engaged in carrying passengers may take on board a number of passengers not exceeding the passenger carrying capacity allowed by the Inspection of the Register of Shipping of the USSR or by any other Classification Society.

**VESSELS ENTERING THE PORT DURING ICE MOTION
AND ICE FORMATION**

35. Masters of all vessels while navigating under ice conditions must follow the «Regulations for vessels conveyed by icebreakers through ice».

UNDERWATER WORKS

36. Underwater works within the Harbour may be carried out only with the permission of the Superintendent of the Port.

37. While carrying underwater works the following signals shall be hoisted in a conspicuous place:

by day — two flags «З» (земля — land) of the International Code of Signals hoisted one over the other;

by night — two green lights hoisted vertically one over the other visible all round the horizon.

According to the above signals all vessels and other harbour craft are bound to reduce their speed in due time and not to have their anchors on the ground nearer than 200 metres from the place where signals are hoisted.

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CASUALTIES WITHIN THE WATERS OF THE PORT AND DAMAGES CAUSED BY VESSELS TO HARBOUR STRUCTURES

38. Masters (Skippers, Petty Officers) of vessels are bound to report in detail during 24 hours to the Harbour Master of all casualties sustained by their vessels or cargoes within the waters of the Port and also of damages caused to the Port structures or navigational buoyage within the Harbour.

39. Should one of the vessels sustained a collision is exposed to a danger of being drowned or is not under command, the vessel which has least of all suffered is bound to render assistance first to this vessel.

40. Every sunken vessel or any other object within the waters of the Port is to be hoisted by their owners during the time indicated by the Management of the Port.

41. All damages caused to the Harbour structures by the vessel must be repaired at the owner's account.

42. Vessels having sustained or caused damages are not allowed to leave the Port without the permission of the Management of the Port.

43. Investigations of all casualties should be settled in accordance with the «Regulations for investigations of marine casualties».

PROVISIONS AS TO THE PROHIBITING OF SOILING THE WATERS AND THE TERRITORY OF THE PORT

44. All vessels both moored in the Port at berths and also proceeding through the fairways of the Port are strictly forbidden to throw overboard either into the water or on the mooring line, or on the ice: cinder, rubbish, food waste, packing, waste paper and any other impurities; also it is strictly forbidden to pump out overboard water containing admixture of petroleum, lubricating oil, fat, etc.

45. Vessels are forbidden to remove and throw down arbitrarily ashes, rubbish and any other sewage on the Port territory.

Ashes, rubbish and any other impurities shall be thrown down in specially allocated places.

46. It is strictly forbidden to discharge defective vessel's inventory and packing on the berths of the Port.

Note. In the case of permission (as an exclusion) obtained from the Chief of the loading and discharge district for unloading the vessel's defective inventory on the berth, this shall be removed from the berth by the vessel's facilities during 24 hours.

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47. The removing of ashes, rubbish, etc. in summer should be effected by special ash-lighters moored alongside the vessels concerned and is payable per existing rates; in winter, e. g. during ice formation, the removing of ashes, rubbish, etc. to be effected by the Harbour facilities at the shipowners' account.

The discharge of rubbish, ashes etc. from vessels into the lighters in summer and loading into the trucks in winter are effected by vessel's crew.

ARRANGEMENT AND MOORING OF VESSELS IN THE PORT

48. All sea-going merchant vessels arriving to the Port are moored by the pilot according to the directions of the Harbour Authorities.

The berthing, number of berth and mooring side are indicated by the Chief Dispatcher of the Port, preliminary being approved by the Harbour Authorities.

Note. The mooring place should be indicated by day—by a flag, and by night—by a white light.

49. Not any vessel is allowed to change the berth or to be shifted without a pilot on board and without a permission of the Harbour Authorities.

Notes. 1. The requirement of this clause does not apply to the Harbour craft and also to Harbour and river lighterage craft.

2. USSR vessels of international voyage and foreign vessels may be shifted only with the permission of the Marine Control Office and Custom Office.

50. Sea-going vessels, also vessels of inland navigation shall be moored by safe and efficient hawsers to mooring rings and posts specially arranged for that purpose.

51. Vessels moored along the quays, wharves, piers etc. must have the side facing the water lightened by a white light from sunset till sunrise. This light is to be placed overboard in the middle of the vessel.

52. It is strictly forbidden for all vessels lying alongside the quay to work with their propellers.

Note. Where docking trials are required they should be carried out at places indicated by the Harbour Authorities.

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53. The Harbour Authorities are entitled if required to shift any vessel according their orders to the berth assigned by them and in the time indicated, giving due notice to the Master, Skipper or other persons substituting them.

In the case of non-fulfilment of the order within the time indicated in the above notice the shifting of the vessel is effected according to the directions of the Harbour Master at the owners' account.

In the case of emergency the Harbour Master is entitled to make shifting at the owners' account without giving the above-mentioned notice to the Master of the vessel.

54. All vessels lying in the Harbour waters are required to fly their national flags from 8 a. m. till sunset.

All vessels, without any exception, lying in the Harbour waters are bound to be dressed in holydays if required by the Harbour Master.

55. Masters of all vessels lying in the Harbour must set a watch both by day and by night.

56. Every vessel shall always have on board a sufficient number of qualified men to carry out at once the manoeuvres ordered by the Harbour Supervision Authorities and for fire security of the vessel.

57. Masters of foreign and USSR vessels engaged on international voyage, to whom it was declared by the Marine Control Office that certain passengers and members of crew, without permission to go ashore, should remain on board, must give written obligation for their not going ashore and the responsibility for same rests with the Masters.

58. Masters of vessels or their substitutes must immediately inform the Harbour Supervision Authorities of all accidents which occurred on board (e. g. murder, theft, fatalities, damages sustained to their vessels, prolonged delay of members of crew on shore, infection diseases etc.), in the case of fire the Masters must promptly telephone to the Harbour Fire Brigade and simultaneously to the Harbour Supervision Authorities.

59. All vessels lying in the Harbour are to keep their life-saving and fire-fighting appliances in constant readiness so as to render assistance at all times to shore structures and vessels, if required.

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60. All vessels lying near or passing by a vessel on fire or any other casualty must undertake all measures for preventing danger and rendering any assistance to save lives, cargo, property, etc.

61. Masters of vessels lying in the Harbour during stormy weather are to take all necessary precautions ensuring safety of their vessels.

62. Not any vessel is allowed to be loaded above the assigned Load Line.

63. Every vessel moored to any quay of the Harbour must be connected to the land by a strong gangway fitted with guardrails and provided with a life buoy and a heaving line.

The gangway should be lighted by a white light from sunset to sunrise.

During the glazed frost the gangway must be covered with sand.

64. Vessels lying in the Harbour and having two stern propellers must exhibit tables on the bulwark towards each propeller with the inscription: «Caution — propeller!»

In the dark these inscriptions should be lighted.

65. In all vessels the discharges in the hulls for steam, water, also the scuppers of sewage pipings, led to the berth, should be carefully covered with board shields or canvass.

66. Masters of vessels prior to commencement of repair works of the boilers (including shutting-off steam), windlass, main engine are bound to give a written notice to the Harbour Master of the kind of repair and the time of carrying out the same, in order to get a permission and directions as regards the respective berth to be allocated.

67. Services rendered to vessels visiting the Port are payable per existing rates in accordance with the respective Regulations.

CARGO HANDLING OPERATIONS

68. All cargo handling operations in the Harbour are carried out both by day and by night.

69. All cargo handling equipment must be in a good working condition.

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Note. The responsibility for any accidents sustained to workers during the cargo handling operations, due to bad conditions of the vessel's tackle gear, cargo handling equipment and any other vessel's arrangements, rests with the owner of the vessel in full.

70. All stages, gangboards and any other cargo handling appliances which are, in the opinion of the stevedore or any other person responsible for the carrying out the loading and discharge operations, unfit and unsuitable must be immediately removed and replaced by any other appliances of suitable dimensions and strength.

71. The vessel's administration, prior to the commencement of cargo handling operations requiring observance of special precautions is bound to warn the stevedores thereof; the stevedores in such cases must accord their actions in connection with the cargo handling operations with the vessel's administration and fulfill their directions in order to ensure the safety of the cargo handling operations.

72. All appliances and tackle both on board and on shore intended to be used for cargo handling operations such as gangboards, staging, suspended wire guards, etc. prior to commencement of loading or discharge of vessels must be carefully examined by the concerned supervisors (stevedores).

73. The places on board vessel, berths, wharves and in warehouses where the cargo handling operations are carried out must be well lighted, so that the lights will not obstruct the navigation.

74. The opening of the hatchways before the commencement of the cargo handling operations and the closing of the same on completion of the loading or discharge of vessels are the duty of the vessel's Administration.

The opening or closing of hatchways during cargo handling operations is carried out by the Harbour's manual labour (client) under the guidance of the vessel's administration.

75. Masters of vessels or persons supervising the cargo handling operations when loading or discharging grain or any other bulk cargoes are bound, in order to prevent scattering of the cargo, to suspend tarpaulins or to provide suitable arrangements between the vessel's hull and the berth.

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76. Power driven hoisting appliances of any description and also associated auxiliary arrangements shall be carefully prepared for trouble-free and safe service; all parts out of repair shall be removed and replaced by efficient parts.

77. The hoisted cargoes are to be fastened so that they cannot be scattered or torn away.

78. It is strictly forbidden to pass through or to stay under the hoisted or suspended cargoes.

79. No person who is intoxicated shall be allowed to work.

80. The Superintendent of the Port or in the case of his absence the Dispatcher in charge shall be informed immediately of all accidents which happened within the Port.

The accident shall be reported immediately on the place by the person responsible for the cargo handling operations.

81. It is forbidden to use portal, semiportal and floating cranes in carrying out the cargo handling operations whilst loading and discharging vessels and freight cars at a strong breeze (according to Beaufort scale).

In separate cases the above-mentioned cranes may operate only with the permission of the Superintendent of the Port.

82. The service of both USSR vessels and foreign vessels within the Port is carried out in turn in accordance with the time of their arrival to the Port in compliance with the established rates simultaneous serving of vessels in the Port.

**FIRE FIGHTING MEASURES TO BE UNDERTAKEN
WITHIN THE PORT**

General

83. All persons on the Port territory and on board of vessels lying in the Port revealing an outbreak of fire are bound to inform immediately by telephone N 01 or by any other means to the Harbour Fire Brigade indicating the precise place of the outbroken fire.

At the same time measures must be undertaken for extinguishing the outbroken fire.

84. Persons who made a false fire call shall be prosecuted.

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85. In the case of outbreak of fire in the Port, all vessels lying in the Port shall be at the disposal of the Harbour Authority and are bound to place at the disposal of the Harbour Authorities at their first request free of charge, all available fire and life saving appliances and also manual labour.

86. All orders given by the Harbour Fire Guard as regards the defence of the property and goods exposed to fire hazard are obligatory to all institutions, establishments and persons within the limits of the Port.

87. In the case of fire on board the Master or his substitute is bound to undertake all measures for extinguish the fire and to call at once for the Fire Brigade. On arrival of the Harbour Fire Guard on the place of the outbreak of fire the Master of the vessel or his substitute must carry out the directions of the Chief of the Harbour Fire Guard; the latter must accord his measures with the Master of the vessel or his substitute.

88. All vessels arriving to the Port for the purpose of carrying out cargo handling operations or any other functions must comply with the requirements of the Rules of the Register of Shipping of the USSR for Fireextinguishing Equipment.

89. Masters of all vessels shall comply with the requirements of the Harbour Fire Guard.

90. No smoking shall be allowed at all the territory of the Harbour, except special places allocated for this purpose.

Note. The places allocated for smoking are to be provided with casks filled with water for matches and cigarette ends. There should be an inscription, "For smoking".

91. Smoking on board is allowed only in special places allocated by the vessel's administration.

92. It is forbidden to discharge rockets, use blue fire and also give any other light and sound signals within the territory and waters of the Harbour where there is no necessity.

93. No steel sling and wire guards shall be used whilst inflammable fiber cargo (e. g. flax, cotton, linter, etc.) is handled.

94. Whilst the cargoes indicated in the preceding paragraph are being loaded or discharged the hatchway coamings should be protected with tarpaulins or wooden boards

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and the swivels of the cargo ropes of the shore electric driven cranes should be sheathed with canvas.

95. The transportation, discharge and loading of explosive and inflammable materials must be carried out in accordance with the instructions in force.

FIRE PREVENTING MEASURES TO BE TAKEN WHILE CARRYING OUT BUILDING AND ANY OTHER WORKS

96. All works carried on the territory of the Harbour and also on board in connection with the adoption of unprotected (naked) source of fire (heating of pitch, electric welding, gas cutting, etc.) are to be first arranged with the Harbour Fire Guard.

ORDER AND SAFETY ON THE TERRITORY OF THE PORT

97. All persons who are present in the closed territory of the Harbour are bound to produce at the first request of the Harbour Guard Officers their identification cards or certificates entitling them to be in the Harbour.

98. It is forbidden within the territory of the Harbour:

- a) to break the quiet and order both in service spaces and on the whole territory of the Harbour;
- b) to smoke on the whole territory of the Harbour except allocated and specially arranged places;
- c) to enter the Harbour with a camera and to take photographs or to make topographic surveys without the permission of the Harbour Office;
- d) to shoot from fire arms of every description;
- e) to open fire cocks and raising pipes;
- f) to enter service spaces having prohibition inscription without permission;
- g) to bath;
- h) to carry on trade within the Harbour without the permission of the Harbour Authority;
- i) to sell and drink alcoholic beverages, likewise to play at chance games;
- j) to damage whatsoever planting, trees, flowers and flower beds.

SANITARY AND QUARANTINE REGIME IN THE HARBOUR

Sanitary control of vessels

99. Masters of all the vessels arriving from abroad are bound to inform the pilot coming on board about the

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sanitary-epidemiological state of the vessel and about the absence of the sick among the crew and passengers.

Pilot transfers Master's informations to the L/V «Lenin-grad» or to the pilot boat for further communication with the Port Authorities.

The said vessels while approaching the Port are bound to hoist, regarding to their sanitary state, the respective flags on the fore mast in accordance with the International Code of Signals.

Notes. 1. The approaching and mooring is allowed only to the vessels the Masters of which confirm that the sanitary-epidemiological state of their vessels are safe and that there are no sickmen on board.

2. If the sanitary-epidemiological state of the ship is not safe or there are sickmen on board among the crew or passengers, the vessel must give anchor on road in accordance with the instructions of the Port Authorities and await further instructions from the Sanitary Inspection.

100. Nobody but the pilot is allowed to board or leave the vessel until the Sanitary Port Inspection visits the vessel irrespective of the vessel berthed or anchored on the road.

101. All vessels arrived in the Port must produce the Deratization Certificate and the Bill of Health.

Moreover all the required sanitary and epidemic data should be produced.

102. Masters of all vessels leaving the Port are bound to give 24 hours notice to the Harbour Sanitary Authority.

**PRECAUTIONS AGAINST RODENTS. DERATIZATION
OF VESSELS**

103. A systematic struggle againsts the rodents should be carried out on the whole territory of the Port, in all vessels and in any other Harbour craft lying within the Harbour waters.

The deratization operation should be carried out in the shore buildings of the Port, elevators, refrigerators, warehouses, sheds, inhabitable buildings, likewise on all vessels and floating structures.

104. In the case of discovery of rats on board and in particular in the case of mortality amongst the rats, the deratization of the vessel should be effected without delay in accordance with the directions of the Harbour Sanitary

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Supervision Authority at berths specially allocated for this purpose.

105. To prevent the passage of rats from the vessel to the shore and vice versa Masters of all vessels must take the following precautions:

- a) all hawsers and mooring ropes fastening the vessel to the quay must have steel discs of not less than 70 cm in diameter;
- b) by night when no cargo handling operation is carried out all unnecessary gangboards should be removed.

106. Masters of vessels must inform the Quarantine Station of all dead rodents found on board.

Note. This Regulation applies also to all institutions and establishments situated on the territory of the Harbour.

VETERINARY AND SANITARY REGIME IN THE HARBOUR

107. All agricultural and domestic animals and also poultry, rabbits and all animal raw material, e. g. carcass, salt meat, unmelted fat, calf's stomachs, bowels, raw hide leather, bones, horns, hoofs, hair (mane and tail), bristles, undressed furs, rags, old cloths, etc. are considered from the sanitary standpoint as dangerous goods.

108. The Administration of the local transport institutions must give notice to the Harbour Veterinary Authority as regards arrival of every lot of above-mentioned goods in the Harbour.

Every lot of poultry, raw animal products and furs should be accompanied by a Veterinary Certificate issued at the place of loading which must be unconditionally produced at the first request of the Harbour Veterinary Authority.

109. Only those goods of hide and animal raw materials are allowed to be stored on the territory of the Harbour which comply with the requirements of the Veterinary and Sanitary Regulations and with the requirements for packing set forth in the Regulations for carriage of such goods by railway.

110. It is strictly forbidden to let whatever animals and fowls of any description leave the vessel without the permission of the Veterinary Authority.

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111. It is strictly forbidden to use unboiled water taken from the river Neva, Sea Canal, river Ekateringofka and other basins of the Harbour.

112. All requirements of the Sanitary Supervision Authority must be carried out within the time indicated.

If any person fails to comply with the Sanitary Regulations he shall for each offence be liable to prosecution.

Note. All institutions and establishments situated in the open part of the Harbour territory are bound to follow the Byelaws of the Leningrad Town Executive Committee for Sanitary Precautions.

SAFEGUARDING OF LABOUR AND SAFETY ENGINEERING

113. Managers of all institutions situated on the territory of the Harbour loading and discharge places, works, shops, building sites, mechanization means, elevators, warehouses etc., Masters of all vessels and Harbour craft lying within the waters of the Harbour are bound to follow strictly the Labour Code and the respective statutes and instructions as to the accident prevention.

114. Should the method of the operations carried out within the Harbour be dangerous for the life and health of the workers and employers, the persons indicated above in par. 113 are bound to stop immediately such works and not to resume them until safe conditions will be provided for the persons engaged on these works.

IMPOSITION AND PAYMENT OF FINE

115. In the case of infringement of these Regulations in accordance with the Enactment of the Control Executive Committee and the Council of People's Commissars of the 30-th of May 1928 the following penalties are imposed on persons committed any breach according to the gravity of the offence.

I. Penalties not exceeding 100 roubles for committing offences relating to:

- a) order of entering and leaving the Port;
- b) movements of vessels within the Port and Harbour waters;
- c) lying in the Port;
- d) regulations for towing in the Harbour waters;
- e) loading, discharge and storage of goods in the Port;
- f) special regulations for handling dangerous, fire hazardous, explosive and other special goods;
- g) guarding of the Port structures, installations and goods;

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- h) fire precautions, including smoking at places where smoking is forbidden;
- i) sanitary and veterinary precautions both within the Port and on board;
- j) embarkation and landing of passengers;
- k) hoisting of objects sunken in the Harbour waters.

II. Penalties not exceeding 50 roubles — for infringement of decision relating to:

- a) order of the regime on the territory and whilst using the buildings, warehouses of the Port and cargo handling appliances;
- b) movements of the transport within the Port;
- c) order of carrying out underwater works.

III. Penalties not exceeding 25 roubles — for non-observance of quiet and offence of any other regulations not indicated above.

116. Penalties are imposed on persons in those cases when the offence in question does not require any prosecution.

117. Penalties are imposed by the Harbour Master, Harbour Supervisors and Officers of the Port Guard.

118. The decision of the imposition of penalty may be passed not later than 30 days after the offence has been committed; after expiration of the said time, the case should be ceased.

119. The decision as regards the imposition of penalty may be appealed within a fortnight after claiming for penalty.

The decisions of the Superintendent of the Port as regards the imposition of the penalty may be appealed to the Ministry of the Marine through the Superintendent of the Port. The decisions of any other persons entitled to impose penalties may be appealed to the Superintendent of the Commercial Port of Leningrad.

120. These Obligatory Regulations of the Commercial Port of Leningrad shall come into operation after the date of their promulgation.

121. The ignorance of these Regulations does not release the persons concerned from their responsibility.

*Management of the Port
of Leningrad*

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